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CONSTRUCTION OF NEW STEAM ELECTRIC STATIONS IN RUMANIA

/Comment: The two largest steam electric stations ever built in Rumania were opened in August 1952. They were the Gheorghe Gheorghiu-Dej Steam Electric Station in Doicesti and Ovidiu II in Constanta Regiune. Although no production figures appeared in the chief Rumanian newspapers and periodicals on these plants, numerous daily articles provide some data on labor, fuel, equipment, and consumers of each.

Numbers in parentheses refer to appended sources./

Doicesti

Work on the Gheorghe Gheorghiu-Dej Steam Electric Station in Doicesti was begun in March 1950.(1) Official opening ceremonies were held on 11 August 1952.(2) This was the first project of its type ever planned by Rumanian engineers and architects. The main structure has a height equivalent to that of a 14-story building.(3)

The USSR supplied equipment to build the station. This included excavators, scrapers, bulldozers, and conveyer belts.(2) Turbogenerators and equipment for the station itself came from Czechoslovakia.(3,4)

A 150-meter dam was constructed on the Ialomita River, creating an artificial lake. Water from this lake is fed to the steam section by underground concrete conduits 750 meters long.(3,5) Coal crushing mills No 1 and No 2, several dozen meters apart, are located beneath the main structure.(6) Each of the coal-crushing mills in the station is equipped with overhead transport bridges for carrying pulverized coal from underground storage rooms to the boilers. Conveyer belts which feed the boilers do the work of 60 men. All electric motors have automatic, remote manual, and regular controls. Remote automatic signal devices indicate if anything is wrong. All electrical equipment is provided with an automatic protection system.(7) Work on the central

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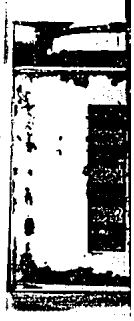


control room and on condensers for the turbines was reported almost completed on 4 August.(6) On 28 July, a technician using a synchronoscope tested the first unit in preparation for operation.

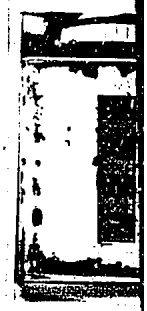
The Gheorghe Gheorghiu-Dej Steam Electric Station operates on pulverized coal. Since the station is located in a coal region which is being fully exploited and which is under expansion, cheap local sources are available. This will permit the elimination of transport expenses for fuel.(4) Lignite or brown coal and other inferior coals will help conserve petroleum and natural gas, according to an article by Nicolae Gheorghiu, Assistant Minister of Electrical Energy and Electrical Equipment Industries.(3) By using lignite instead of crude oil, the plant will save the equivalent of 100 tons of crude oil daily when operating at one sixth of the installed power capacity.(4) Because of its modern construction, Doicesti will use 300,000 tons less of lignite than other steam electric stations of equivalent size, thus saving 90 million lei in fuel costs /per year/.

Gaston Marin, Minister of Electrical Energy and Electrical Equipment Industries declared /in an article appearing in Viata Capitalei on 12 August/ that 2,200 construction workers, 800 assembly workers, and 60 planners of Energo-Constructia, Electro-Montaj, and ISPE (Institute for Electrical Energy Planning) had been employed on the building project.(2) Workers were brought from all over the RPR (Rumanian People's Republic) for the project. For example there were workers from the Banat and miners from Pilipesti-de-Padure.(8) More than 1,300 workers were trained on the project as electricians, welders, sheet metal workers, metal workers, masons, carpenters, and machine assemblers. Many were trained in special welding, and in the installation of turbines, control stations, and automatic equipment previously unknown in the RPR.(2,4) Many outstanding workers were employed. For example, master Sava Bucaloiu reduced by 30 percent the time required to mount boiler sections and boiler courses for fire tubes. Master fireman Stefan Barbulescu reduced the time necessary for the mounting of reinforced concrete frames. In addition, there were numerous outstanding miners, lathe operators, welders, engineers, and others.(4,8)

Czechoslovak technicians under Antonin Valkolek (2) supervised the setting up of aggregates (6), managed hydraulic engineering aspects of the project, and trained individual Rumanian workers. For example, Czechoslovak technician Vilem Kobelcik taught Rumanian assembler Ion Buda improved techniques for mounting the No 2 turbine.(7)

The station will supply electrical energy to factories in Bucharest (2); will permit the electrification of drilling and extraction in oil fields in the Prahova Valley, Ploesti Regiune; and will furnish power to operate factories in Stalin Regiune.(4) Among the Bucharest enterprises to benefit will be the 23 August Steel Plant, the Matyas Rakosi Works, and the Vulcan Machinery and Equipment Plant. The present Grozavesti Power Station is no longer adequate to supply the needs of the city and surrounding areas. In Stalin Regiune, textile, machine building, construction, and other enterprises will use power produced in Doicesti.

In the Campina oil fields, rigs, refineries, mines, metal shops, and other operations connected with petroleum will be supplied with electrical energy.(9) For example, brigade leader Haralambie Iacovescu of Trust No 5 of Sovrompetrol in Campina, declared that new electric drills had already been received. The use of electricity was expected to cut the cost of drilling considerably. His brigade alone was expected to conserve 600-700 kilograms of petroleum per month and quantities of grease, valvoline, and other items, when electricity replaced steam. Stakhanovite brigade leader Vasile Nastase stated that the use of electricity would permit the three drills operated by his brigade to finish 20-30 days ahead of schedule with the use of five less men.(3) In addition, the Campina-Stalin railroad, which passes through the oil fields, is to be electrified.(2)



Ovidiu II

Work on the Ovidiu II Steam Electric Station on the Danube-Black Sea Canal in Constanta Regiune began in February 1951 when a train of 70 cars unloaded raw materials and equipment brought from the USSR. This included high-pressure boilers, water pipes, coils, mills for crushing coal, electropumps, and other items.(8) The station was formally opened on 17 August 1952. Speakers at the ceremonies included Victor Iliescu, chief engineer of Ovidiu II; Gaston Marin, Minister of Electrical Energy and Electrical Equipment Industries; and Stefan Neagoe, president of the executive committee of the people's council of Constanta Regiune. The station actually started to send current into the Dobrujan electrical network on 3 August 1952.(10)

Equipment received from the USSR was assembled and mounted under the direction of Soviet specialists.(8) Turbines were made by the Leningrad Elektrosila Plant imeni Kirov.(11) A turbine factory in Khar'kov and plants in Moscow supplied turbines, control equipment, automatic equipment, switches, thermal and chemical units, and assembly tools and equipment.(10) The new Soviet assembly tools and equipment cut down the time required to assemble the second boiler and to mount other components. For example, the steam chest of the third boiler required only 10 minutes for a single team to install.(12) Actual work was done by Energo-Constructia and Electro-Montaj, two of the most important units of the Ministry of Electrical Energy and Electrical Equipment Industry.(8)

Ovidiu II contains the following sections: a coal crushing mill, a turbine room, bunkers [for coal storage], a water purification plant, a central pumping station, a petroleum station, a main control room, a boiler room, and a three-story building containing offices, laboratories, and a telephone exchange.

Fuel will consist of inferior coal.(5)

Planning and supervision were carried out by Soviet institutes and engineers. The labor was supplied by the RPR. The entire station was planned by TEP (Teploelektroproyekt, All Union Planning Trust for Steam-Electric Power Stations) of the MCE [probably MES, Ministry of Electric Power Stations, Substations, and Furnaces].(6) Particular problems encountered in construction were solved by Soviet experts.(10,6) Forty Rumanian technicians were trained in engineering and electricity by the Soviets.(13) Ion Dragomir, who had been trained in the USSR, prepared 30 youths for electric and autogenous welding. More than 1,500 youths, in all, learned trades by working on the construction of Ovidiu II as bricklayers, carpenters, welders, lathe operators, masons, etc. The technical level of the workers was raised by Soviet engineers Ivanov, Statilko, Midlin, and others who directed assembly.(12) The Danube-Black Sea Canal project supplied more than 170 volunteers from Construction Enterprises 7 and 8, and several hundred more from 9 and 12.(5)

The Ovidiu II Steam Electric Station is an important part of the electrification plan which seeks to convert 1,200,000 hectares of fallow land to crop raising. This represents an increase of approximately 240,000 carloads of grain annually. In addition, electrical agricultural equipment will become possible in the Dobruja, and thousands of hectares of land will be irrigated for the first time. Additional users of energy from Ovidiu II will be a cement factory in Medgidia, a screw factory in Cernavoda, and other plants in the Dobruja. New industrial installations to be built in Constanta Regiune and new cities on the canal will also benefit.(10)

The ACM [unidentified] will be able to operate an electric furnace, which will permit the manufacture of special steels for producing machine tools. Such steel hitherto has not been domestically available.(14)

SOURCES

1. Viata Capitalei, 1 Aug 52
2. Ibid., 12 Aug 52
3. Scanteia, 4 Aug 52
4. Ibid., 1 Aug 52
5. Ibid., 2 Aug 52
6. Viata Capitalei, 4 Aug 52
7. Ibid., 5 Aug 52
8. Ibid., 2 Aug 52
9. Scanteia, 8 Aug 52
10. Viata Capitalei, 19 Aug 52
11. Scanteia, 17 Aug 52
12. Viata Capitalei, 7 Aug 52
13. Scanteia, 5 Aug 52
14. Ibid., 19 Aug 52

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